

THE REGAL CAR

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Exclusive Island Distributor

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NEW MODEL CADILLAC CONTAINS MANY VALUABLE IMPROVEMENTS

Automatic Spark Control, Ventilated Hood, Comfort for the Occupants and Extreme Accessibility Some of the Exclusive Features That Make the New Model a Great Hit with Trade and Buyer Alike

Speaking of the new automobile season just approaching, Mr. E. E. Bodge of the von Hamm-Young Co. stated this morning that he anticipates as large a business as ever, and possibly more total sales to be recorded during 1913 than during any previous campaign.

The buying will certainly narrow down this year to fewer makes of the higher standards, and "quality" promises to be the greatest drawing card for the coming season.

As regards quality, too much stress cannot be laid on the supreme victory that the Cadillac Motor Car Co. has achieved in the construction of its 1913 model. The new Cadillac not

only embodies all of the latest improvements in equipment, but also the very limits of refinement which can possibly be applied to a self-propelled vehicle.

The designers of this car have executed their life's work as a mathematician works out a great mathematical problem. They have started from the beginning and gradually, step by step, have studied their movements in the proper order and have built for themselves this year a reputation which is self-supporting and everlasting. They have put out a car this year which is absolute perfection. Nothing has been left undone and no stone has been left un-

turned. Positively nothing remains to be perfected in the future.

They have worked out every feature of the car from the buyer's standpoint and have been unselfish and untiring in their efforts to manufacture a car which suits every wish and comfort of the purchaser.

One of the first and greatest points worked on was the ease of riding. They picked their car and every other make of car to pieces and improved and selected every feature which would insure their having the easiest riding and most comfortable car on record.

Comfort First.

To accomplish this they selected very long and resilient springs made of the very finest of spring steel that the world could produce. They made them very much longer than previously, and hung the platform spring four inches back of the rear of the tonneau. In doing this they accomplished one of the greatest improvements ever known to the comfort of the tonneau seats. This is most astonishingly recognizable by the fact that the tonneau rises as easy, if not easier than the front seats.

With the comfort of the occupants of the tonneau absolutely satisfied, they turned their attention to the ease of operation of the car. In view of this vital point, they touched a lucky spot and adopted a most miraculous automatic spark control. Too much favorable comment cannot be made on this great advantage. The driver simply pays no attention to his spark advance and the engine takes care of it and performs the duty of advancing and retarding the spark to an exact point.

This is an attachment which is recognizable as absolutely a distinctive Cadillac feature, and something to be copied by all other manufacturers of cars in the near future. In this respect the Cadillac is a year ahead of the rest and sets the pace for the others to follow, the same as she did last year with her electric starter.

Other makes of cars pooh-poohed the idea of an electric starter, advancing all kinds of fancied disadvantages, but this year nearly every car is equipped with and patterned after the same thing.

"Fool-Proof" Spark.

The invention of the automatic spark control is in line with all other Cadillac policies, that of fool-proofing and simplifying the car. The automatic spark advance protects the engine from the most disastrous mistakes of a poor or green driver. Too much spark advance pounds the bearings, heats the motor, and loosens things up generally. Even an experienced driver will occasionally give his engine too much spark advance and in that way shorten the life of the smoothness of the motor.

Not only is the automatic spark advanced in shielding the engine from misuse, but it also saves the driver much trouble and labor. To drive a car successfully and properly one should be constantly advancing and retarding the spark, which is really a great nuisance. This undesirable feature has caused many makers to set their magnets at a certain point half way; but on close inspection one finds that in a construction of this kind sufficient scope of the spark control is not available, and consequently the speed and power and sacrificed.

The next improvement came in the line of the lengthening of the stroke of the engine, which insures much smoother running when subjected to high speed. Great results have been accomplished in this line as the engine is as smooth at a speed of 45 miles per hour as it is at a speed of 10 miles per hour. The lengthening of the stroke not only performs its part of the program in this respect, but also gives the motor far more power and enables the car to climb grades on the high gear that many large six cylinder cars are unable to negotiate.

Power has been the popular cry of the public, and the Cadillac this year has given them all they ask for and then some. Mighty power is developed this year in a small space, and the Cadillac now heads the list as a hill climber.

The public has been given a big surprise this year by the greater power that the Cadillac generates on account of the lengthening of its stroke. Many skeptical minded men have been made to sit up and take notice when they were whisked up a hill at a mile a minute gait in the new 1913 Cadillac. One improvement in the 1913 model

which is appreciated greatly by the Honolulu people is the ventilated hood. In a warm climate like this an engine will generate considerable heat, and if the hood is not well ventilated it retains this heat and all parts therein enclosed are subjected to it. This feature is well cared for this year by the many ventilators which are placed in the side of the hood and allow the fan to blow the heat out.

Easy To Get At.

A very large centrifugal water pump circulates the water for cooling the engine and renders the Cadillac power plant one of the coolest in existence when under strenuous conditions.

The next point to be studied out by the designers is one which seems to get by most of the up to date builders. That is accessibility. The manufacturers never seem to give a thought to the poor repair man who has to do his best he can and fight his own battles. However, the Cadillac this year has taken the repair man into consideration and has used herculean efforts to build its car so that it may be taken apart, examined and overhauled with great ease and little expense.

With this point in view they have changed the design of their engine crank case and have arranged the lower half so that it may be dropped with great ease. This is a remarkable improvement and will cut down the overhauling bills to a large extent.

The latest problem of the designer this year was that of beauty, and they certainly covered themselves with glory in bringing out such beautiful and symmetrical lines of hood, dash and body. By lengthening the hood, changing the dash to a curved effect, and straightening the body lines they have created the most harmonious combination of grace and beauty which can possibly be imagined in a motor car.

The symmetry of the car is unsurpassed and many people are this year buying Cadillacs who have previously thought that it was impossible to get a handsome and serviceable car at a low figure.

In sizing up the whole car from end to end and viewing it from all standpoints, the Cadillac has accomplished things this year which have never been dreamed of by others, and they are again setting a pace for all other cars in the immense bookings of their sales department.

Auto Notes.

The von Hamm Young Co., received this week a 3-ton Packard truck and a 1-ton Buick truck. These trucks will be delivered this week to the Hawaiian Sugar Co. of Makaweli, and C. J. Schoening & Co. of Wailuku.

Other deliveries this week are a Packard phaeton to Mr. S. Northrup Castle, a Cadillac touring car to Mr. Noel Deerr and a Packard Roadster to a prominent banker.

Mr. W. C. McHenry and Mr. George R. Humphrey are traveling on Kauai this week as representatives of the automobile department of the von Hamm-Young Co.

THE NEW GROCERY

The Goetz Grocery Co., Ltd., under the management of John Goetz, who for several years was salesman with the J. M. Levy Co., on King street, will open for business in the Sachs building, Beretania street entrance, Tuesday morning with a complete line of plain and fancy groceries. The stock will be entirely fresh, just brought from the coast, and will be sold at the lowest prices. Mr. Goetz has had long experience in dealing with particular people in Honolulu and he knows their tastes and needs in the grocery line. He promises prompt attention to all orders and quick delivery. An inspection of the store and the goods is invited. Remember, Tuesday morning.

AT THE HOTELS

ALEXANDER YOUNG HOTEL.
Hans L'Orange, Walpaha; Mrs. Carl Wolters, child and nurse, Hawaii; Mrs. J. K. Gandall, Kauai; Z. S. Spalding, Kauai; D. C. Lindsay, Kahului; E. M. Campbell, city; W. A. Young, Kahului; M. H. E. Alu, Kahului; E. Aiona, Kahului; Mrs. M. Schulteis, Ewa; W. H. Lawrence, Manila; E. J. H. Forder, Blandford; B. C. Forder, Blandford; O. T. Phillips and wife; Dr. Beasley, Wailuku; A. S. Wil-

cox, Kauai; D. Jamieson, Maui; H. P. Faye, Kauai; A. Lindsay, Kauai; Mr. and Mrs. Robertson, Maui; A. J. McLeod and wife, Maui; C. R. T. Land; H. Jarvis, San Francisco; C. H. Merriam, city; Jno. W. Smith, Oakland; A. B. Leckenby, Kahana; J. H. Crawford, San Francisco; W. R. Keller, city; A. R. Traphagen, Oakland; Mrs. W. E. Dargie and maid, city; H. G. Plummer, city; Alex. A. Forsyth, Ewa; H. B. Williams and friend; Sam Parker, Jr., Hawaii; D. L. Meyer; W. K. Duncan; H. G. Powell; H. Strenbeck; J. H. Kunewa, Wailuku; Wm. K. Nottley, Hawaii; Jas. R. Love, Wailuku; L. Weinheimer, Lahaina; W. A. Gill, Lahaina; E. Madden and wife, Kula; M. W. Smithon, Maui; H. D. Gordon, Maui; K. Crow, Maui; R.

R. Elgin and wife, Mahukona; W. A. Young, Kahului; M. K. E. Alo, Kahului; M. Asin, Kahului; H. G. Simpson, Wailuku; H. L. Kinslea, Wailuku.

TO HOLD RECEPTION FOR CHINESE GRADUATES

A reception in honor of the various Chinese graduates who have recently returned from colleges on the mainland will be held this evening by the Chinese Students' Alliance at the St. Elizabeth House, Palama, beginning at 7:30 p. m.

Speeches dwelling on the condition of college life, and other topics of vital interest to students, will be delivered by the guests of honor. The fol-

lowing will speak: Kim Tong Ho, B. A. of Wisconsin; H. Y. Ching, B. A. of California; H. S. Chuck, C. E., of Cornell; Rev. A. Akana, D. D., of Massachusetts; and Charles A. Wong, A. M. of Harvard. Friends of the alliance and its members are cordially invited to attend.

New French trimmings at Whitney and Marsh's.

Small Boy—"Sister said to ask if you had any invisible ink."
New Drug Clerk (after looking among some bottles)—"I guess we haven't—at least I don't see any."
Small Boy (contemptuously)—"Hub! How do you expect to see it if it's invisible?"

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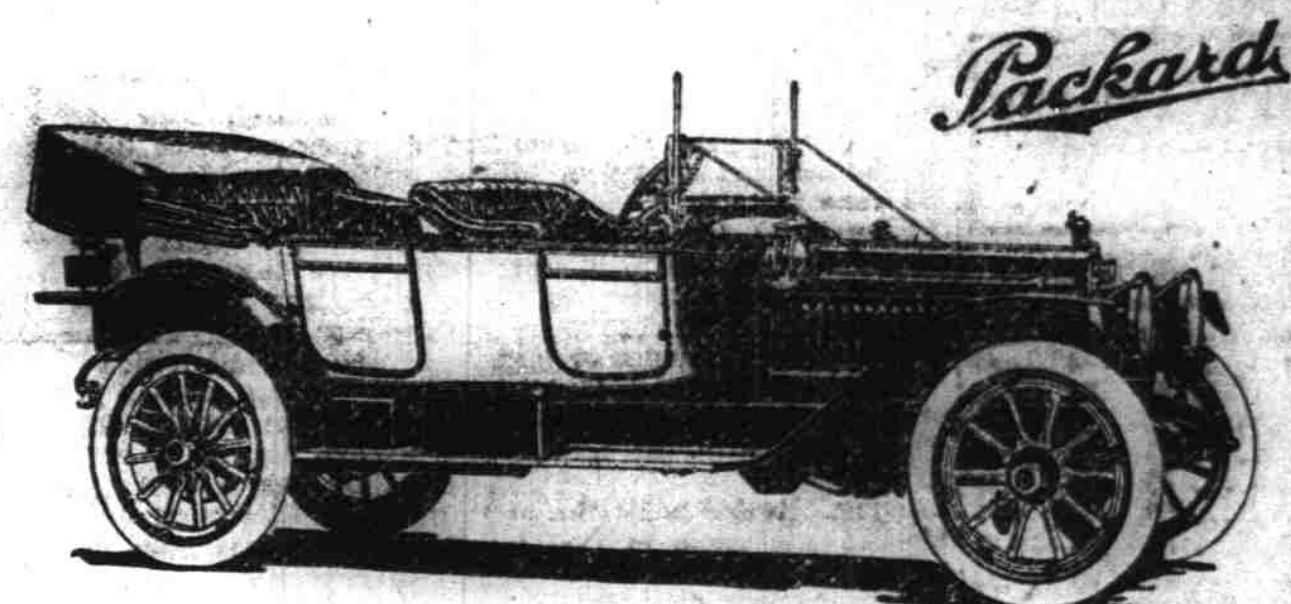
Canton Ware

WE have just received a new stock of the famous Canton Ware direct from Canton, China.

We have some exquisite hand-painted designs which will make ideal wedding and birthday gifts.

Dinner Sets, Coffee and Tea Sets, and individual pieces.

City Hardware Co.,
Corner Nuuanu and King Sts.



A Smaller Six Cylinder Packard The New "38"

Left drive and control. Electric self starter; electric lighting. Starting, ignition, lighting and carburetor controls on steering column

Horsepower, A. L. A. M. rating.....38
Maximum brake horsepower.....60
Six cylinders; bore, four inches; stroke, five and one-half inches. All valves enclosed. Wheel base: Touring Car, 134 inches; Phaeton, 138 inches; Runabout, 115½ inches. Tires: 36 by 4½ inches, front and rear. Three-quarter scroll elliptic springs.

The Packard "38" Line

Touring Car, five passengers.....	\$4150
Phaeton, five passengers.....	4150
Runabout.....	4050
Limousine.....	5200
Landulet.....	5300
Imperial Limousine.....	5400
Brougham.....	5200
Coupe.....	4500
Imperial Coupe.....	4900
A limited number of four-passenger Phaetons	4150

In road efficiency, ease of riding and luxurious appointment, the new "38" typifies Packard quality DEMONSTRATION ON ANY KIND OF A ROAD. CATALOG ON REQUEST

The Von Hamm-Young Company, Ltd.

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